



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2403248

Applicant Name: Bob Boggus for D&S Morton LLC

Address of Proposal: 6276 Ellis Ave S

SUMMARY OF PROPOSED ACTION

Master Use Permit to change the use from retail to general manufacturing. Project includes the construction of interior alterations and re-grading the loading dock area. Project also includes modifications of existing surface parking to accommodate 12 vehicles.

The following approval is required:

SEPA - Environmental Determination - Chapter 25.05 Seattle Municipal Code.

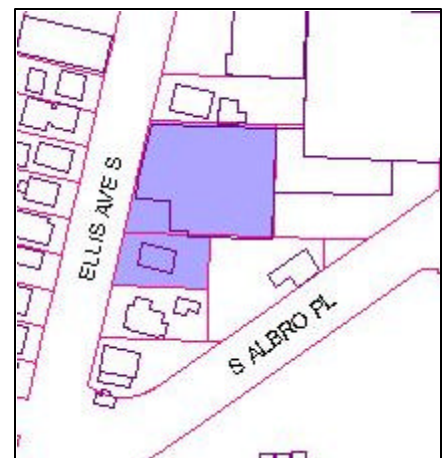
SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ EIS
 ☒ DNS with conditions*
 ☐ DNS involving non-exempt grading or demolition or
 involving another agency with jurisdiction.

*The Early Notice DNS was published on December 9, 2004.

BACKGROUND DATA

Site Description

The proposal site is irregular in shape and measures approximately 23,592 square feet. The subject site is located mid-block along Ellis Avenue South between South Albro Place to the south and South Angelo Street to the north. The site is currently developed with one warehouse type building and surface parking. The site is zoned Commercial 2 for a 40-foot height limit (C2-40). The site is generally



flat with the exception of the sloped loading dock area. Ellis Avenue South is a paved two-lane street with curb and sidewalk improvements.

Vicinity Description

The Commercial 2 zone extends to the north and south of the subject site. Across the street to the west of the site, the zoning changes to Single Family 5000 (SF 5000). Development to the north and south includes a variety of commercial and residential uses, while the uses to the west are single family residential.

Proposal Description

The proposed development includes a change of use from retail to general manufacturing. Project includes the construction of interior alterations, re-grading the sloped loading area to meet the existing loading dock. Project also includes modifications of existing surface parking to accommodate 12 vehicles. Access to the site will be from the two existing driveways on Ellis Avenue South.

The proposed uses are currently occurring on site without the benefit of a permit. This application was made in order to legalize the proposed use on this site.

Public Comment

Approximately seven comment letters were received during the comment period that ended on January 5, 2005 and throughout the review process. Additionally, a letter was submitted to DPD with signatures from approximately 60 neighbors. The comments and concerns included the following issues:

- The business operating at the subject site is in violation of the Land Use Code.
- The quality of life and property values of the neighborhood are impacted negatively by the activities at this site. This is exacerbated by the lack of a buffer between the manufacturing business and the residential uses.
- The Neighborhood Plan does not support this use at this location.
- Specific grievances include noise, vibration, overspill parking, loud loading activity at off-hours, damage to personal and public property from trucks, litter and neglected facilities that attract crime.
- Object to increased traffic congestion generated by activities at the site.
- The noise generated from the subject site is loud, intrusive and continues during all hours of the day. Noises consist of banging, pounding and booms.
- Concerned that the vibrations are damaging foundations of nearby houses.
- Advocate for the denial of the proposed change of use.
- Concerned with the precedent established by allowing this manufacturing use to be allowed at this site.
- The proposed business is clearly incompatible with the surrounding residential development and threatens the viability of residential uses in the Georgetown community.
- Concerned with the long-term compliance and enforcement involved with this business operations.
- Suggest researching the alley-like road behind the subject site as the primary point of access.

- Frustrated that the promise of ceasing operation of heavy equipment while the delivery doors are open has not been honored.
- The delivery trucks frequenting the site are from outside companies and are subject to the 10,000 lb. weight limitation for Ellis Avenue.
- Unable to negotiate an agreement with the property owner.

A public meeting to discuss the SEPA issues was held on January 27, 2005 in which approximately 65 people attended and the comments were offered surrounding the following issues:

Noise:

- Repetitive noise created by the manufacturing activity.
- Measured noise at 85 decibel mid-street, which is only two lanes and is an inadequate buffer). Noise is unbearable.
- The vibration generated from site sounds like continual construction. Vibrations are very unacceptable. Foundations are cracking.
- Should install sound proof barrier and close all doors. Should restrict hours from 9 am – 4 pm, no weekends. Sound barrier needed.

Aesthetics:

- Building is an eyesore.
- Aesthetic upgrades are needed.
- Should use IB zone as a guide for landscaping, etc.

Use:

- Site was originally supposed to be a retail nursery, but is functioning as a warehouse.
- Impact property values and quality of life. No buffers between heavy industry and SF homes. Use shouldn't be there. It's not compatible with single family homes.
- Proposed use is in violation of neighborhood plan. Georgetown should have been an urban village, not an anchor.
- Believes Georgetown is treated differently than other neighborhoods. City is turning its back on "hard working" Georgetown
- DPD has no enforcement teeth and therefore should not allow this use. Has no faith in DPD to enforce, e.g., Benz Friends
- Regardless of zone, heavy manufacturing doesn't belong. Believe this is a heavy industrial use, not a light manufacturing use and that this should be a rezone, not a change of use. They should ask for a rezone so Council can have a say.

Traffic:

- Large trucks on two-lane residential street are problematic. Semi trucks in street block traffic and streets are too small to handle these trucks. Emergency vehicles are blocked by trucks.
- Entrance should be moved to Albion St. which would reduce truck traffic on residential street. Should close off Ellis and Eddy to trucks so will be only for exiting.

- City should provide an easy way to “channel” neighborhood complaints if mitigation does not work.
- They could move to an industrial neighborhood where there is plenty of vacant land.
- City has invested money to save/help Georgetown; this proposal threatens this investment. Despite encroaching commercial businesses, community is growing in Georgetown. City should support Georgetown residents first, before businesses.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated October 21, 2004 along with supplemental information in the project file submitted by the applicant. The information in the checklist, supplemental information, and the experience of the lead agency with review of similar projects forms the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, *"Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* subject to some limitations. Under such limitations or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

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The Overview Policy states in part: *"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulates from demolition and construction activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction materials hauling, equipment and personnel; increased noise; and consumption of renewable and non-renewable

resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts:

- The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction.
- The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way.
- Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general.
- Finally, the Noise Ordinance regulates the time and level of construction noise that is permitted in the city.

Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment. However, due to the fact that a large amount of demolition and building activity will be undertaken in association with the proposed project, additional analysis of air quality, noise, grading and traffic impacts is warranted and summarized below:

Environmental Element	Discussion of Impact
1. Noise	<ul style="list-style-type: none">• Increased noise levels as a result of construction activity associated with re-grading the loading dock.
2. Traffic	<ul style="list-style-type: none">• An increase in vehicular traffic adjacent to the site due to construction vehicles.

Construction Impacts - Noise

Noise associated with re-grading the loading dock could adversely affect the surrounding residential uses in the adjoining residentially zoned areas. Due to the proximity of residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential short term noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), additional mitigation is warranted.

1. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M. Holidays shall include New Year's Day, Martin Luther King Jr.'s Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day. To reduce the noise impact of construction on nearby residences, work shall be permitted on Saturdays from 9:00 A.M. to 6:00 P.M. Extended weekday hours or Saturday work must be approved by the Department on a case by case basis prior to such work.

2. Grading, delivery and pouring of concrete and similar noisy activities shall be prohibited on Saturdays and Sundays. This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD. Please contact the DPD Land Use Planner, Lisa Rutzick at 386-9049 (or Jerry Suder at 386-4069) and the DPD Noise Compliance Officer, David George at 684-7843.

Periodic monitoring of work activity and noise levels will be conducted by DPD Construction Inspections. As conditioned, noise impacts to nearby uses are considered adequately mitigated.

Construction of Loading Dock: Traffic

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during demolition and construction activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allows the reviewing agency to mitigate impacts associated with transportation during construction. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

Existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. This immediate area is subject to traffic congestion during the p.m. peak hour, and large construction trucks would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted.

3. The applicant should develop and submit a Staging and Circulation plan including the elements specified below in order to reduce traffic/parking/pedestrian circulation impacts associated with demolition and construction. The plan will be subject to review and approval by DPD through coordination with other appropriate departments/agencies with jurisdiction over the public right-of-way (e.g. SDOT, METRO, etc.). The plan shall include the following:
 - Information on where construction equipment and construction worker vehicles will enter and leave the project site;
 - Measures to minimize disruption of vehicular and bicycle traffic on adjacent streets;
 - Identification of haul routes and times at which all demolition and/or grading materials will be removed from the site by trucks; measures to minimize impact on traffic on adjacent streets and intersections.

These conditions will assure that construction truck trips do not interfere with daily p.m. peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of existing City Code (SMC 11.62).

For the removal and disposal of the demolition materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks, which minimizes the amount of spilled material and dust from the truck bed en route to or from a site.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Long-term Impacts

Long-term or use-related impacts associated with approval of this proposal include air quality, noise and odor. Compliance with all other applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies.

Due to the type, size and location of the proposed project, additional analysis of the noise and traffic impacts is warranted and summarized below:

Noise

A noise study was submitted by The Greenbusch Group, Inc addressing the proposed development and uses. According to this report, the average noise levels generated from the existing facility in conjunction with ambient noise levels often exceeds the standards allowed by the City Noise Ordinance. The most egregious noise level excesses primarily occur from the use of the Turret punch machinery. The lack of physical barriers screening these activities allows the noises generated on site to travel further and without much dilution. Due to the proximity of residential uses and given that the types and volume of noises are generated from activities inherent to the operation of this facility, several measures are necessary to help reduce the noise impacts. The noise study proposes the following mitigation treatments to be implemented to reduce the sounds transferred from the site:

- Erect a wall around the Turret punch.
- Erect a similar wall around the shear.
- Provide ventilation.
- Place bagged insulation along the ceiling to reduce the reverberant build up and overall noise levels within the work area.
- Apply a sheet of plywood to the infill area along the entry wall.
- Extend the entry wall to at least two feet above the window tops.

Since the completion of the noise study, the project applicant has re-located and isolated the noise generating equipment, constructed a sound wall around the Turret punch, installed sound/vibration dampening pads under the Turret punch, shear and punch presses and keep the door closed during operation of the noise generating machinery. Additionally, an intake fan has been installed on the south wall and roof vent to provide ventilation to the shop space, eliminating the need to keep doors and windows open. The entry wall is also proposed to be extended to the ceiling.

The policy background for noise impacts found under SMC.25.05.675.L, states that noise may have adverse impacts on the use, value and enjoyment of property; sleep and repose and the physiological and psychological well-being of those who live and work in Seattle. The policy background also acknowledges that the Noise Ordinance does not anticipate and mitigate all noise impacts. Pursuant to these noise policies, the City may minimize adverse noise impacts resulting from new uses as well as require mitigation measures such as requiring buffering to reduce noise impacts off-site. Using the authority provided by the SEPA Noise Policies and SMC 23.05.660, additional mitigation is warranted. In order to address the issues raised by neighbors regarding noise impacts, the following conditions are required:

1. Per the recommendations of the noise study (page 5) dated September 17, 2004, install the following mitigation:
 - Erect a wall around the shear.
 - Place bagged insulation along the ceiling to reduce the reverberant build up and overall noise levels within the work area.
 - Apply a sheet of plywood to the infill area along the entry wall.
2. Once all items of the mitigation treatment described in the noise study are installed and functional, the applicant shall submit to DPD a report evaluating the noise levels (with the mitigation in place). This assessment shall be reviewed and verified by the DPD Noise Compliance Officer and the information will become the baseline data used to determine future compliance. If business operations change in the future from what is described in this application and noise levels exceed the baseline data, the City may initiate enforcement action.

While the aforementioned conditions are likely to reduce the severity of the noise exceedances from this site, permitting loading activities to occur at the door abutting the street will continue to release noise towards the community directly across from the site to the west due to the open door. Therefore, the following conditions are required:

3. The applicant shall submit to DPD for review and approval, a Site Operating Plan based on the submitted Good Neighbor Policy that integrates the requirements described in the conditions related to hours of operation, access routes, engine idling and community sensitivity. A copy of this plan shall also be distributed to all neighbors within a one-block radius of the site.
4. The following sentences shall be added to the signage posted on site in a visible location: “Do not block public roadway while loading or unloading.”

To ensure that all of the employees and customers are made aware of the business operation procedures and expectations, the following condition is necessary to reduce noise impacts as well as encourage improved relations with the community:

5. A Rules of Conduct flyer shall be distributed and made available to customers and employees emphasizing sensitivity to the residential neighborhood and measures expected of customers to ensure that the location of D & S Morton is compatible with the surrounding neighborhood. A copy of this flyer shall also be distributed to all neighbors within a one-block radius of the site. These elements shall also be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O.

This facility operates between 7AM and 4:30PM Monday through Friday. These business hours currently conform to the prescribed Noise Ordinance hours from 7AM to 10 PM on weekdays and 9AM to 10PM on weekends. This information, along with other information impacting noise issues and community relations shall be posted at the site, as proposed by the project proponent.

- Per the Good Neighbor Policy, the business hours (office hours are 8AM-4:30 PM and shop hours are 7AM-4:30 PM Monday through Friday) shall be included in the Site Operating Plan, signage and informational flyer distributed to customers.
- Per the submitted Good Neighbor Policy, a sign shall be posted on the west facing facade which provides a working telephone number for the Site Manager along with the business hours. This condition shall also be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O. This condition shall be noted on the plans, verified prior to C of O and remain in effect for the life of the project.
- Per the Good Neighbor Policy, D & S Morton shall post a sign at the access entrance stating the following: "Please turn your engine off while waiting and during all loading or unloading activities." This condition shall also be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O. This condition shall be noted on the plans, verified prior to C of O and remain in effect for the life of the project.

The aforementioned conditions along with those measures suggested and initiated by the applicant are intended to contemplate noise levels as addressed through human behavior, technical operations, functional requirements and community relations. Therefore, no further mitigation is warranted.

Traffic

The business narrative estimates that between one and ten pickups are made to the subject facility each day. All of these vehicles going to and from D & S Morton are trucks operated by customers. The routes used by these vehicles often navigate through the residential streets to reach the subject site. This circulation pattern has raised concerns by the residential neighbors due to the frequent noise associated with these vehicles. Additionally, the large truck sizes often block the road and have limited

maneuverability causing loading/unloading activities to occur on the street. Therefore, the following condition shall be required:

6. D & S Morton shall develop preferred circulation and access routes to the facility. This access route shall include access from the south off of South Albion Place, an arterial. This information shall be included on the informational flyer distributed to customers. This plan shall also be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O. This condition shall be noted on the plans, verified prior to C of O and remain in effect for the life of the project.

The project will be conditioned to require that the loading berth area be clearly delineated on-site and signage will be required to direct deliveries to the designated loading berth proposed for the project. Signage will also be required to state that blockage of the public roadway is not allowed while loading or unloading. (See condition #4 above). Compliance with all other applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – SEPA

Non-Appealable Conditions

1. Per the submitted Good Neighbor Policy, a sign shall be posted on the west facing facade which provides a working telephone number for the Site Manager along with the business hours. This condition shall be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O. This shall be noted on the plans, verified prior to C of O and remain in effect for the life of the project.

2. Per the Good Neighbor Policy, the business hours (office hours are 8AM-4:30 PM and shop hours are 7AM-4:30 PM Monday through Friday) shall be included in the Site Operating Plan, signage and informational flyer distributed to customers.
3. Per the Good Neighbor Policy, D & S Morton shall post a sign at the access entrance stating the following: "Please turn your engine off while waiting and during all loading or unloading activities." This shall be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O. This shall be noted on the plans, verified prior to C of O and remain in effect for the life of the project.
4. Per the Good Neighbor Policy, D & S Morton shall paint the building exterior within the next two years. If the community wishes to paint a mural on the building, D & S Morton will provide the paint. This shall be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O.

Prior to Master Use Permit Issuance & For the Life of the Project

5. The applicant shall submit to DPD for review and approval, a Site Operating Plan integrating the requirements described in conditions #1 through #11. A copy of this plan shall also be distributed to all neighbors within a one-block radius of the site.
6. Per the recommendations of the noise study (page 5) dated September 17, 2004, install the following mitigation:
 - o Erect a wall around the shear.
 - o Place bagged insulation along the ceiling to reduce the reverberant build up and overall noise levels within the work area.
 - o Apply a sheet of plywood to the infill area along the entry wall.
7. Once all of the mitigation treatment described in the noise study is installed and functional, the applicant shall submit to DPD a report evaluating the noise levels (with the mitigation in place). This assessment shall be reviewed and verified by the DPD Noise Compliance Officer and the information will become the baseline data used to determine future compliance. If business operations change in the future from what is described in this application and noise levels are exceed the baseline data, the City may initiate enforcement action.
8. The following sentences shall be added to the signage (described in Condition #3) posted on site in a visible location: "Do not block public roadway while loading or unloading."
9. A Rules of Conduct flyer shall be distributed and made available to customers and employees emphasizing sensitivity to the residential neighborhood and measures expected of customers to ensure that the location of D & S Morton is compatible with the surrounding neighborhood. A copy of this flyer shall also be distributed to all neighbors within a one-block radius of the site. These elements shall also be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O.

10. D & S Morton shall develop preferred circulation and access routes to the facility. This access route shall include access from the south off of South Albro Place, an arterial. This information shall be included on the informational flyer distributed to customers. This plan shall also be incorporated into the Site Operating Plan to be reviewed and approved by DPD prior to C of O. This condition shall be noted on the plans, verified prior to C of O and remain in effect for the life of the project.
11. The applicant should develop and submit a Staging and Circulation plan including the elements specified below in order to reduce traffic/parking/pedestrian circulation impacts associated with construction. The plan will be subject to review and approval by DPD through coordination with other appropriate departments/agencies with jurisdiction over the public right-of-way (e.g. SDOT, METRO, etc.). The plan shall include the following:
 - Information on where construction equipment and construction worker vehicles will enter and leave the project site;
 - Measures to minimize disruption of vehicular and bicycle traffic on adjacent streets;
 - Identification of haul routes and times at which all demolition and/or grading materials will be removed from the site by trucks; measures to minimize impact on traffic on adjacent streets and intersections.

During Construction of Loading Dock Revision

The following conditions to be enforced during construction of the loading dock revisions shall be posted at the site in a location visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions shall be printed legibly on placards available from DPD, shall be laminated with clear plastic or other weatherproofing material, and shall remain in place for the duration of the construction.

12. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all other construction activities shall be limited to non-holiday weekdays between 7:30 A.M and 6:00 P.M. Holidays shall include New Year's Day, Martin Luther King Jr.'s Day, President's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day. To reduce the noise impact of construction on nearby residences, work shall be permitted on Saturdays from 9:00 A.M. to 6:00 P.M. Extended weekday hours or Saturday work must be approved by the Department on a case by case basis prior to such work.
13. Grading, delivery and pouring of concrete and similar noisy activities shall be prohibited on Saturdays and Sundays. This condition may be modified by DPD to allow work of an emergency nature. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD. Please contact both the DPD Land

Use Planner, Lisa Rutzick at 386-9049 (or Jerry Suder at 386-4069) and the DPD Noise Compliance Officer, David George at 684-7843.

Signature: (signature on file) Date: April 10, 2006
Lisa Rutzick, Land Use Planner
Department of Planning and Development

LCR:ga

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